



CITY OF COVINA

AGENDA REPORT

ITEM NO. NB 1

MEETING DATE: March 1, 2016

TITLE: Red-light photo enforcement system contract options.

PRESENTED BY: Kim J. Raney, Chief of Police
John Curley, Police Captain

RECOMMENDATION: Review and discuss the City's red-light photo enforcement system contract and provide direction.

BACKGROUND:

In September 2006, the Council approved the implementation of a Red-Light Photo Enforcement Program, and awarded a five-year agreement to American Traffic Solutions (ATS). ATS began providing red-light photo enforcement services to the City of Covina in April 2007. At that time, the Covina Police Department, with the assistance of ATS, selected three major intersections in the city for red-light photo enforcement. To this date, the program continues to monitor seven approaches contained within these three intersections:

- N/B Azusa Avenue at Cypress Street
- N/B Barranca Avenue at Rowland Street
- E/B Rowland Street at Barranca Avenue
- W/B Rowland Street at Barranca Avenue
- N/B Grand Avenue at Badillo Street
- S/B Grand Avenue at Badillo Street
- E/B Badillo Street at Grand Avenue

The initial 2006 agreement was for five-years with the option of two additional two-year terms. The First Amendment extended the term for two-years (2011-2013). The Second Amendment was approved by Council and extended the term for the final two-years (2014-2016). The contract is due to expire on April 15, 2016.

CITATION ANALYSIS:

The Red Light Camera Program was implemented to enhance traffic safety, reduce traffic collisions related to red light violations, and increase driver awareness. The program has been operational for the past eight-years, which provides a historical perspective on the functionality and success of the system. It appears, based on the citation and collision data, that drivers are getting the message to stop on red lights in Covina. The community's recidivism rate is only seven percent, which means ninety-three percent of all violators who receive a ticket do not commit a second violation. The low rate of repeat behavior, dating from April 2007 through December 2015, indicates a positive change in driver behavior. Refer to Figure #1.

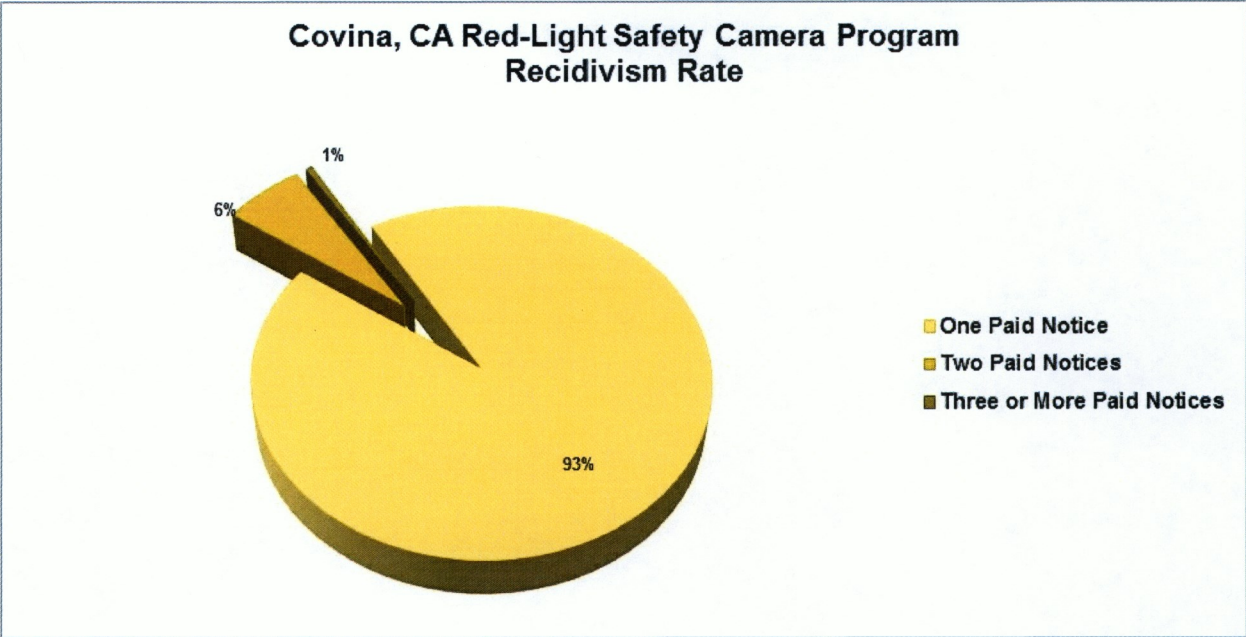


Figure #1

Vehicles registered in Covina are the recipients of twenty-five percent of all violations issued. This includes zip codes 91722, 91723, and 91724; therefore the majority of violators are not city of Covina residents. Refer to Figure #2.

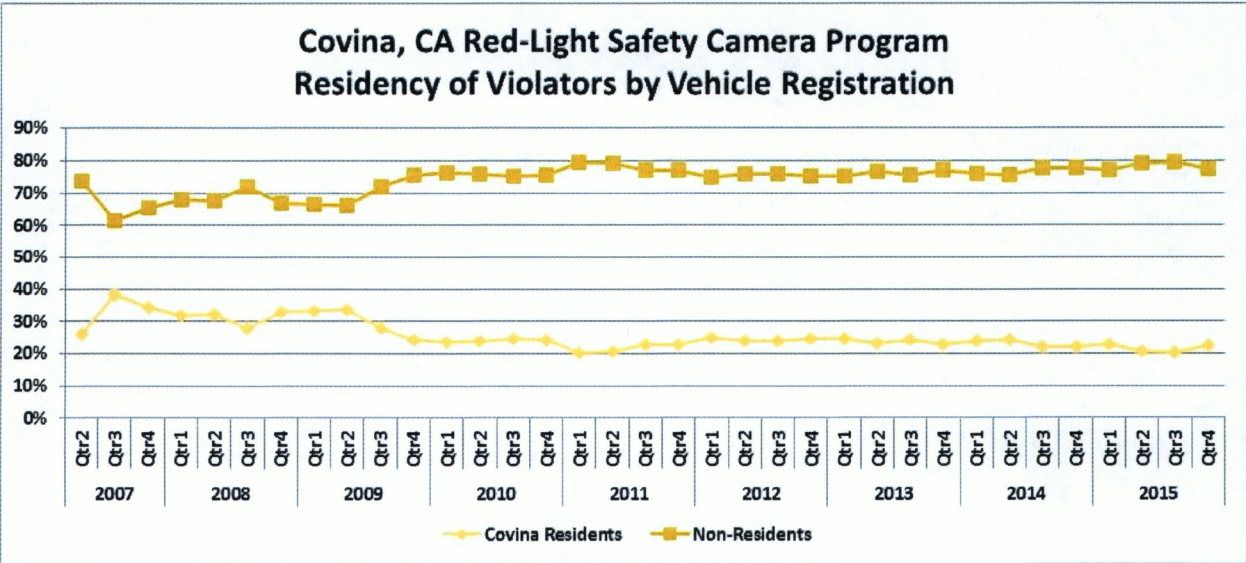


Figure #2

Figure #3 represents the total citations by year from 2007-2015.

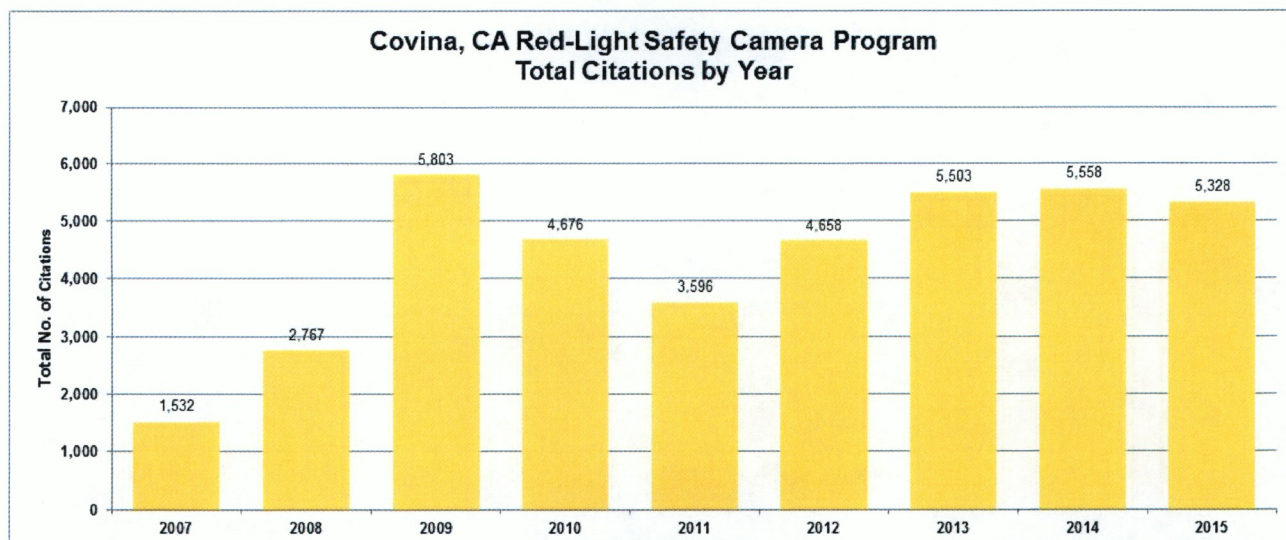


Figure #3

Collision Analysis

The City of Covina maintains collision data, and a pre and post red-light photo enforcement implementation analysis was completed using the available collision data three years prior (2004-2006) and eight years after the implementation of the red-light photo enforcement system (2008-2015). Year 2007 was not analyzed because it was the year of the implementation.

In 2008, there were a total of 822 traffic collisions in the City of Covina. In 2009 there were a total of 803 traffic collisions, and in 2010, there were a total of 798 collisions. In the year 2011, there were 678 traffic collisions, and in 2012 and 2013, there were 735 and 664, respectively. The last two-years, there were a total of 666 and 695 traffic collisions. Refer to Figure #4 that highlights the total traffic collisions in Covina in the pre-red-light photo enforcement period (2004-2006) compared to a post-red-light enforcement period (2008-2015).

2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
945	1002	928	948	822	803	798	678	735	664	666	695

Figure #4

The table below shows the yearly average of total collisions where the primary collision factor was a red light violation by collision severity at the three (3) red-light photo enforcement intersections. Citywide intersection statistics were also reviewed for comparison purposes. Refer to Figure #5.

Primary Collision Factor	Red-Light Enforcement Intersections Yearly Average			Citywide Yearly Average		
	Before (04-07)	After (08-15)	%Change	Before (04-07)	After (08-15)	%Change
<i>Red Light Violation</i>	3	2	-50%	62	43	-44%
Collision Severity	Before	After	%Change	Before	After	%Change
<i>Property Damage Only</i>	50	43	-16%	749	606	-24%
<i>Injury</i>	14	5	-180%	204	125	-63%
<i>Fatal</i>	0	0	0%	3	1	-200%
Total Collisions	64	48	-33%	956	732	-31%

Figure #5

The total number of yearly collisions at the three red-light photo enforcement intersections decreased by 33%; furthermore the red-light photo enforcement intersections had larger declines in collisions compared to citywide statistics in all collision severity categories.

Amber Signal Phasing

The purpose of the amber signal interval is to notify motorists that the traffic signal is changing from green to red, and to provide the motorists sufficient time to slow and safely stop for the signal. Amber signal interval timing is set in accordance with State guidelines; the minimum amber interval for protected left-turn movements is three (3) seconds, and the amber interval timing for through movements is based on the approach speed limit of the roadway, with a minimum of three (3) seconds. The City of Covina follows this criterion in determining the amber interval for all through movements and will continue to comply with any new standards adopted by the State.

Traffic signals along major arterial roads are coordinated and synchronized in accordance to Los Angeles County Department of Public Works Traffic and Lighting Division Traffic Signal Timing standards to maximize traffic flow and minimize delay. Any adjustments to signal timing may impact traffic flow and circulation. Increasing the overall signal cycle may also increase the wait time at intersections and reduce efficiencies in traffic flow.

Citations Issued by Intersection & the Right Turn on Red Violation

All three intersections monitor for vehicles turning right against a solid red traffic signal. Data indicates that the majority of citations issued are for violations where the motorists failed to stop for the red signal prior to completing their right turn against the red. Refer to Figure #6.

Azusa/Cypress	2008	2009	2010	2011	2012	2013	2014	2015	Overall %
Left Turns	46	35	25	39	82	201	195	98	95.90%
% Change	-	-24%	-46%	-15%	78%	337%	324%	113%	
Straight Thru	445	433	344	411	605	421	627	300	0.70%
% Change	-	-3%	-23%	-8%	36%	-5%	41%	-33%	
Right Turns	1048	1071	605	528	839	864	1,019	718	-20.18%
% Change	-	2%	-42%	-50%	-20%	-18%	-3%	-31%	
Barranca/Rowland	2008	2009	2010	2011	2012	2013	2014	2015	Overall %
Left Turns	43	98	155	97	210	167	115	197	214.50%
% Change	-	128%	260%	126%	388%	288%	167%	358%	
Straight Thru	302	469	750	369	414	526	448	415	52.85%
% Change	-	55%	148%	22%	37%	74%	48%	37%	
Right Turns	133	1375	1235	752	848	1151	711	929	570.49%
% Change	-	934%	829%	465%	538%	765%	435%	598%	
Grand/Badillo	2008	2009	2010	2011	2012	2013	2014	2015	Overall %
Left Turns	78	172	276	314	380	368	292	272	244.87%
% Change	-	121%	254%	303%	387%	372%	274%	249%	
Straight Thru	109	109	132	100	86	118	217	182	20.76%
% Change	-	0%	21%	-8%	-21%	8%	99%	67%	
Right Turns	563	2040	1153	985	1193	1686	1934	2217	161.35%
% Change	-	262%	105%	75%	112%	199%	244%	294%	

Figure #6

Fine Amount/Revenue Distribution

The State Legislature and the Los Angeles County Superior Court, not the City of Covina or ATS, establishes the fine amount of \$490 for a red-light photo enforcement violation. The fine amount of \$490 is the same whether the enforcement is conducted by the red-light photo enforcement system or an actual police officer.

Red-light photo enforcement citation revenues are distributed between the State of California, the County of Los Angeles and the City of Covina. The City of Covina receives approximately \$150 per citation or 30 percent of the fine amount. The remaining revenue goes to the State of California (55%) and Los Angeles County (15%) for penalty assessments and fees added by the State Legislature and County of Los Angeles to all traffic moving violations.

Letter of the Law vs. Spirit of the Law

Since the inception of the red-light photo enforcement program in the city of Covina, officers viewing the violations have leaned toward the spirit of the law when it comes to actually issuing the citation. For example, in 2015 although 5,328 citations were issued, 13,528 were viewed and NOT cited for either being too close to call, stopping before the limit line, or the photograph was not good enough to make an identification on the violator. This was a consistent theme throughout the entire red-light camera program's existence.

Revenues/Expenditures of Red-Light Photo Enforcement Program

Fiscal Year Program Revenue

2008	\$162,548
2009	\$382,914
2010	\$454,180
2011	\$396,149
2012	\$286,733
2013	\$258,980
2014	\$323,193
2015	\$526,017
Average Yearly Program Revenue	\$348,839

Average Yearly Expenditure

ATS Contract	\$194,220
CPD Personnel Costs*	<u>\$ 37,430</u>
	\$231,650
Average Yearly Program Expenditure	\$231,650
Average Yearly Program Revenue	\$348,839
Average Yearly Program Net Revenue	\$117,189

*The City incurs costs annually as a result of personnel expenses required to manage and operate the program. These expenses include time dedicated to reviewing violations, preparing for court trials, administrative tasks, and data preparation for public records requests.

The current contract with ATS expires on April 15, 2016. The Police Department would need additional time to properly evaluate the effectiveness of the red-light photo enforcement program; specifically to determine if it's reaching the goal of enhancing traffic safety through reduced traffic violations and collisions. The following options are available for consideration:

1. Allow the contract with ATS to expire on April 15, 2016, thereby discontinuing the City's red light photo enforcement program.
2. Extend the existing contract with ATS for a period of one-year with no changes to the contract and authorize the city manager or her designee to execute a third amendment to the contract to change the termination date. This would provide staff the opportunity to further review and analyze the program in greater detail with the benefit of additional statistical data.
3. Extend the existing contract with ATS for a period of six-months with no changes to the contract; authorizing the city manager or her designee to execute a third amendment to the contract to change the termination date; and direct staff to issue a Request for Proposal to qualified vendors.

FISCAL IMPACT:

The red-light photo enforcement program generates \$117,189 in average net revenue, annually to the General Fund.

CEQA (CALIFORNIA ENVIRONMENTAL QUALITY ACT):

None.

Respectfully submitted,

Kim J. Raney, Chief of Police